

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 04/19/1990

ATL89FA071						
File No. 464	01/11/1989	MADISON, NC	Aircraft Reg No. N9330B	Time (Local): 07:28 EST		
Make/Model:	CESSNA / 208B		Fatal	Serious	Minor/None	
Engine Make/Model:	P&W / PT6A-114		Crew	0	1	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Name of Carrier:	ATLANTIC AERO, INC					
Type of Flight Operation:	Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:	ROANOKE , VA		Condition of Light:	Dawn		
Destination:	GREENSBORO , NC		Weather Info Src:	Weather Observation Facility		
Airport Proximity:	Off Airport/Airstrip		Basic Weather:	Instrument Conditions		
			Lowest Ceiling:	100 Ft. AGL, Obscured		
			Visibility:	.00 SM		
			Wind Dir/Speed:	020 / 004 Kts		
			Temperature (°C):	2		
			Obstr to Vision:	Fog		
			Precipitation:	None		
Pilot-in-Command	Age: 22		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft:	2100		
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land			Last 90 Days:	Unk/Nr		
Instrument Ratings			Total Make/Model:	360		
Airplane			Total Instrument Time:	UnK/Nr		

AS THE PLT WAS EN ROUTE TO GREENSBORO (HIS DESTN), HE FLEW PAST SHILOH & NOTED THAT WX AT THE ARPT WAS CLEAR, BUT FROM ABOUT 10 SOUTH OF SHILOH, GROUND FOG EXTENDED TO THE SOUTH. AT 0634 EST, HE CONTACTED GREENSBORO TOWER & WAS ADZD THE RVR WAS 1600 FT. HIS MINIMUMS WERE 1800 FT. HE HELD FOR A PERIOD OF TIME, BUT THE WX CONTD TO DETERIORATE, SO HE DIVERTED TO THE ROCKINGHAM COUNTY/SHILOH ARPT, WHERE NO WX RPRTG FACILITIES WERE AVAILABLE. AFTER BEING VECTORED OVER THE ALTERNATE ARPT, HE WAS UNABLE TO GET ENOUGH VISUAL CUES FOR A VISUAL APCH, SO HE ELECTED TO MAKE AN SDF APCH. THE PLT STATED THAT WHEN HE REACHED THE MIN DSCNT ALT (MDA), HE SAW THE RWY & PROCEEDED TO MAKE A VISUAL APCH. AS HE CONTD, PATCHY FOG BEGAN TO OBSCURE THE RWY, SO HE MANEUVERED THE ACFT TO KEEP IT IN SITE, THEN ELECTED TO GO AROUND. HOWEVER, AS HE BEGAN THE GO-AROUND, THE ACFT HIT TREES & CRASHED. ELEVATION OF THE CRASH SITE WAS APRX 700 FT. MDA FOR THE APCH WAS 1120 FT MSL.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) MISSED APPROACH - DELAYED - PILOT IN COMMAND
4. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)
6. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

IMPROPER IFR PROCEDURE BY THE PILOT AND HIS FAILURE TO MAINTAIN THE MINIMUM DESCENT ALTITUDE (MDA). CONTRIBUTING FACTORS WERE: LOW
CEILING, FOG, DELAYED MISSED APPROACH BY THE PILOT, AND TREES.